

# THE WASHINGTON HERALD

1035 B STREET, S. E.

The Herald has the largest morning home circulation, and prints all the news of the world each day, in addition to many exclusive features.

## SENATE COMMITTEE HOLD J. BRUCE ISMAY

### LIFEBOATS WOULD HAVE SAVED MORE

**Titanic's Steward, in Giving Story, Says Great Loss of Life Was Due to Their Absence.**

### SHIP'S ENGINEER, CAUGHT IN DOOR, BEGS TO BE SHOT TO END AGONY

New York, April 18.—The following statement made to-day by Alfred Tessinger, a first-class steward on the ill-fated Titanic, tells graphically of scenes and incidents hitherto unpublished.

Tessinger was one of the survivors who clung to a life raft. For twenty-one years he has followed the sea. He sails to-morrow on the Lapland with scores of other members of the crew, and it will be his last trip on the ocean.

"I joined the Titanic a fortnight before she left Queenstown," he said. "I was detailed to 'C' deck, and when we started on this trip over I had charge of staterooms occupied by some of the most noted people on board. These included Mr. and Mrs. Isidor Straus, Mr. Benjamin Guggenheim, Howard B. Case, Dr. Emil Taussig, Mrs. Taussig, and Miss Ruth Taussig, their daughter. I can never forget the horror of last Sunday night. These people, and the hundreds of others, all sitting helpless on the giant vessel. So few of them were saved, too.

"I must say right here that it was no fault of the vessel that brought about her destruction. She was superb in every detail. But no vessel could stand the grinding of the ice on her bottom, and with the ripping of the plates enormous holes were made and the inrush of water was too great to check. More lifeboats would have saved us all.

**NO ICEBERG BULLETINS.**

"The run to Cherbourg and thence toward the Banks was pleasant. The sea was calm. If any icebergs were near I heard nothing of it. No bulletins regarding them were posted on the board.

"Sunday afternoon at 5 o'clock I heard a faint rumbling sound.

"At 7 o'clock dinner was served, and I notified my people. I remember distinctly nothing Mr. Guggenheim. He speaks German and was well conversant with the ship. He told me he had been to Paris, and that this ship, the Titanic, was the best he had ever sailed on.

"Until 8:30 o'clock we were busy rising the room, when at this hour one of the passengers requested me to go to the croquet court, with a pair of shoes. I did this, and then went to the working passage, where the stewards' quarters are.

"At 11:30 I was summoned to No. 48, in which there was a Mr. Gee, an Englishman, on route to Mexico. He requested me to go to the working passage and have some dinner, who had just been relieved, cease their market. I did as requested and reported to Mr. Gee. I was talking with George Brewster, another steward, at 11:35 o'clock. As we were talking, suddenly, there came a noise, as if made by a rowboat running over a gravel beach.

"There was a slight shock, but absolutely no severe jolt, that would have caused us worry. I was suddenly aware that the engine had stopped, and then Brewster said, 'What do you think that is?'

**There Is Water Forward.**

"I looked out into the passageway. A woman was running past carrying a bag of clothing on her shoulders. As he rushed by he shouted:

"There is water forward."

"Then some one shouted:

"All watertight doors shut."

"I ran to my section, and as I passed 'E' deck, where the mailing section is, I saw water pouring into a room filled with mail bags. I saw Mr. Isidor Straus, Mr. Dett, was standing by the compartment, and shouted:

"All stewards call your people. Warn them to go on deck."

"I rushed to the first stateroom, which was Mr. Guggenheim's. I pounded on the door.

"What is the matter?" he called out.

"I said: 'The vessel is in danger. Get up!'

"Is it very serious?" he asked.

"Yes," I said.

"Water is coming into the mail room."

"I then awakened Mr. and Mrs. Taussig, in 47 and 48.

"You had better put on your life belts," I called out, and rush to the deck.

"Is it as serious as all that?" said Mr. Taussig.

"I said: 'Yes, hurry!'

"I heard Mrs. Taussig begin to cry.

"Don't cry," Mr. Taussig urged her. "Be brave. All will surely be all right."

"As I approached the stateroom of Mrs. Taussig, she opened the door. I urged her to put on a coat; not to stop to dress. She had just been awakened by the uproar. She wanted to dress, but I said: 'To hell with clothes. Slip into this great coat. If you stop to dress you'll drown.'

"I then adjusted the life belt on her and left.

"Mr. and Mrs. Isidor Straus occupied stateroom No. 48.

"As I knocked at the door, Mr. Straus said: 'What is it, steward?'

"I answered: 'Water is coming in fast. The ship is sinking!'

"I will get up, but I don't think it is as serious as all that," he answered.

"I then summoned others and went to 'D' deck, where I again met Brewster. Passengers were running to and fro, and as we passed the porter's office there were scores of men and women demanding and receiving their valuables. I went to say that the water-tight doors were shut, at once upon notice of the crash. These extended upward thirty feet above the water line. In the engine room one unfortunate, an engineer, had his leg caught as a door swung shut.

**ELIZABETH AND HETTER.**

Every Saturday and Sunday. Good to return until 5 a. m. in train Monday. All trains both ways, including the Royal Limited.

### THE STORM CENTER.



MR. J. BRUCE ISMAY.

Chairman of the directors of the White Star Line, who was a passenger on the ill-fated Titanic. The fact that Ismay, a man, was rescued, while dozens of women were drowned, has aroused considerable comment against the White Star official on both sides of the Atlantic, as it was generally believed that nearly every man went down with the ship, with the exception of the few sailors who were detailed to man the lifeboats in accordance of the unwritten law of the sea, in time of an accident, "women first."

**"Nearer, My God, to Thee."**

New York, April 18.—The names of five Englishmen, a German, and a Frenchman go down upon the "first roll of honor in the most appalling naval tragedy in the history of man:

HUME, TAYLOR, WOODWARD, CLARK, BRAILEY, BREICOUX, HARTLEY.

In the list of second-class passengers of the Titanic the names of seven are linked under the title of "bandmen."

When the last faint hope was gone the seven musicians lined up on deck. Then solemnly and quietly the leader waved his baton, hands flew to instruments, and over the ice-laden water floated the strains of one of the most sadly beautiful hymns ever written. It was "Nearer, My God, to Thee."

To their playing more than 1,500 souls passed from life.

### GIVE CAPT. ROSTRON OVATION.

**Whistler Shriek as Carpathia Rescues Trip to Naples.**

New York, April 18.—Returning to the cruise interrupted to save 706 lives, the Carpathia, which arrived last night with the Titanic survivors, this afternoon started again for Naples. She had been in port only a few hours.

All craft in the harbor turned loose with their sirens and whistles as the boat proceeded down the Hudson and out into the lower bay and gave Capt. Rostrom the ovation of his life.

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### ROYAL GREETING GIVEN NATIONALS BY LOCAL FANDOM

**Rooters Turn Out in Force for the Opening Game.**

### BIG CROWD SEES VICTORY

**Noise Making Contrivances Fill Air with Din and Stands Ring with Cheering.**

With shivering breezes blowing over the diamond at American League Park, and with Old Sol smiling faintly from behind the occasional clouds, more than 5,000 baseball fans, chilled by the after touch of winter, but joyous with enthusiasm, yesterday afternoon cheered the Nationals to victory, as they opened the season in the National Capital by defeating the Athletics, by a score of 6 to 0.

The chill of the afternoon was soon forgotten as the game progressed, and as the Nationals scored run after run against the White Elephants. Not one run were the Athletics able to score, and not once did they cause the local fans any fear. The game was a fast and clean one, and an excellent opening for the home team. Enthusiasm was evident on every side. Thousands arose on mass and cheered as the Nationals performed star plays. The same mighty mass uttered dismal moans when the Athletics began to rally. Cowbells were jangled; megaphones were freely used; and horns were tooted occasionally, while tick-tacks filled the air with noise.

There were grave fears when the morning broke yesterday that the weather would be unfavorable, and that the game would have to be postponed again. Toward noon, however, the clouds began to dissipate, and the sun began to shine faintly. By noon those who were in the stands were fully made up their minds to attend the game. At 1 o'clock a crowd of considerable size had gathered at the entrance to the concrete coliseum.

**Gates Are Opened.**

The sun was one moment shining faintly and the next minute behind the shifting clouds. The atmosphere was chilly and biting. Many in the crowd wore overcoats. The rest stood silently, with their hands thrust in their pockets and their shoulders shrugged. Soon the time came for the opening of the gates. The turnstiles were unlocked, and the crowd of fans were permitted to enter. A rush was made, and it was with difficulty that the gatekeepers succeeded in handling the crowd, and that the time of twenty policemen from the Eighth precinct, under command of Capt. Doyle, was stationed at the park to preserve order and lend assistance in handling the crowd. From the time the gates were opened until after the game had started a steady stream of fans filed through the turnstiles into the great ball park and selected their seats on the concrete grand stands.

On the diamond were the players of the two teams practicing. Finally a bell was rung and notice was given for the game to start. E. Lawrence Phillips, the one-armed announcer, with a big megaphone in his hand, went to the pitcher's box and informed the eager crowd of the batteries for the two teams. Pistorio's Band, which had been rendering a concert while the teams were practicing, struck up "Dixie," and the Nationals hurried from their bench to take their positions on the field.

The diamond was in fairly good condition, notwithstanding the rain on Thursday. The field was one even mass of green. The stands were well filled. The ovation of his life.

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### SAVED, MADE A WIDOW.



MRS. TYRRELL W. CAVENDISH.

One of the unfortunate survivors of the Titanic disaster, who, although her life was saved, is heart-broken because of the loss of her husband, Tyrrell W. Cavendish, who also gave up his life that the women and children might be saved.

### "ARCHIE PUT ME IN A LIFEBOAT"

**Miss Marie Young, of Washington, Tells of Aid's Heroism and Calmness.**

By MISS MARIE YOUNG.

Miss Marie Young, of Washington, D. C., told the younger children of some President Roosevelt, she had been studying music in Europe and was returning to Washington to teach.

New York, April 18.—"I left the Titanic on the last boat. The last person on the Titanic to whom I spoke was 'Archie' Butt, and his good, brave face smiling at me from the deck of the steamer was the last I could distinguish as we left the steamer's side.

"Archie put me in a boat. He entered it with me, wrapped blankets around me and tucked me in as carefully and as courteously as though we were starting on a motor ride. He did all this as calmly and with as a smiling face as though death was far away instead of imminent.

"When he had carefully wrapped me up, he stepped back, lifted his hat, and smiled again.

"Good-by, Miss Young," he said, 'Tuck in with you. Kindly remember me to all the folks back home.'

"Then the boat was lowered to the water. As we pulled away, Archie was still standing at the rail, looking down at me. His hat was raised and the same brave smile was on his face."

### FIRST CLAIM PAID.

Buffalo, N. Y., April 18.—What is declared to be the first claim paid for the loss of a life in the Titanic disaster was recorded to-day, when the Metropolitan Life Insurance Company, in this city, paid \$1,000 to a brother of Henry Sutcliffe, of Buffalo, who is believed to have been lost. No papers or documents of any kind were required by the company before making the payment.

### BREAK SAD NEWS TO OSCAR STRAUS

**Special Cable to The Washington Herald.**

Rome, April 18.—News of the death of Isidor Straus was gently broken to his brother, Oscar Straus, to-night by his sister-in-law, Lucie Mameledorf. She had been summoned from Paris to Rome for that purpose. Mr. Straus received the news bravely. Later, learning that Mrs. Straus had refused to desert her husband, but insisted on dying with him, Mr. Straus wept like a child. Growing weaker he went to bed. The attending physician said he would not issue a bulletin until morning concerning Mr. Straus.

### SURVIVORS ON DECK OF RESCUE SHIP CARPATHIA.



This photograph was taken by a passenger on board the Carpathia, who induced several of the survivors to pose for a photograph, the film of which was turned over to the International News Service as soon as the Carpathia arrived in New York with its load of human freight that was saved from the awful fate of the other passengers who went down to the bottom of the ice-covered Northern Atlantic.

### DIRECTOR ISHELD; CANNOT LEAVE U.S.

**Steamship Official, Four Officers, and Sixteen of Liner's Men Are Now Under Subpoena.**

### SENATOR SMITH WOULD HOLD ALL, BUT LATER CHANGED THE ORDER

New York, April 19.—New tales of cool heroism, of wonderful faithfulness and devotion were told to-day to enhance the awful grandeur of the Titanic wreck, and there were other tales to keep bright a burning flame of indignation against the officials of the White Star liner, and particularly against J. Bruce Ismay, the managing director of that line.

In the meantime, the United States Senate committee which is investigating the disaster began its sessions at the Waldorf-Astoria. Senator William Alden Smith, of Michigan, and Senator Newlands, of Nevada, heard from Mr. Ismay his version of the sinking and from Capt. Rostrom, of the Carpathia, the part his vessel played in the horrifying sea tragedy.

### Bruce Ismay Held.

The workings of this inquiry were disclosed late to-night, when Senator Smith, acting as chairman of the committee, at first flatly refused to let any of the officers or the 200-odd members of the crew of the sunken steamship get beyond the jurisdiction of the United States Government. The men were all to have sailed Sunday on the Red Star liner Lapland.

It was afterward learned that the greater part of the crew would be permitted to sail on the steamer but that the twelve men and four officers among the survivors now under subpoena, together with Bruce Ismay, would not be permitted to depart.

The first session of the investigating committee was held in the east room of the Waldorf-Astoria, and was conducted by Senator William Alden Smith of Michigan and Senator Newlands of Nevada.

"We left Queenstown about midday Thursday," Mr. Ismay said, "and with 70 revolutions our first day's run was 65 miles. I believe. The second day we went up to 72 revolutions and made, I think, 85 miles. The third day we made 72 revolutions and ran 56 or 58 miles. I am not sure which. Our capacity was 75 revolutions, and we expected to run all night on Monday afternoon. The weather was fine, but the disaster stopped that."

"Did you have any knowledge of the proximity of icebergs?" the witness was asked.

"No; I heard they were reported," was the reply.

"Did you know that you were near icebergs on Sunday?"

"I knew we would be in their vicinity some time Sunday night."

The witness said he did not know what time the accident happened. He was in his stateroom at the time. He got up and dressed and went out. He went on the bridge, and was told by Capt. Smith that the ship was in serious danger. Capt. Smith gave the order to lower the lifeboats and Ismay left the bridge. He then helped to place the women and children in the boats. Regarding his own escape he said:

"One of the boats was being filled. Officers called out to know if there were any more women to go. There was none, and no passengers left on the decks. As the boat was being lowered I got into it. There was no jostling. There were four of the ship's crew and a quartermaster in the boat I was in."

### Ismay to Be Recalled.

Mr. Ismay was told to hold himself in readiness to return to the witness stand to-morrow.

Capt. Arthur H. Rostrom, of the Carpathia, was called to the witness chair, and sworn as had been Mr. Ismay.

"I sailed on the Carpathia from New York for Gibraltar on April 11," said Capt. Rostrom. "We had fine, clear weather. At 12:35 a. m. Monday I was informed by our wireless operator of the distress of the Titanic. Immediately I got the position of the Titanic, which was latitude 41.4 north and longitude 50.31 west."

"It was then 10:45 Sunday night. New York time. I swung the Carpathia to turn around after being assured that it was an urgent distress signal from the Titanic; then sent for the chief engineer. I told him to call another watch of stokers and make all speed possible toward the Titanic. I gave orders for men to knock off all work and prepare the lifeboats to be ready for any emergency."

"To the English doctor I said to remain in the first-class dining-room. The German doctor was to remain in the second-class dining-room, the Hungarian doctor in the third-class dining-room."

### Thinks He Saw Titanic.

"I ordered the purser to get the Christian names of all survivors, all spare berths, blankets, and accommodations ready. Coffee was to be made. All hands to prepare to swing the boats. A chair to be swung for the injured."

Continuing, Capt. Rostrom related in minute detail all preparations. He closed by saying:

"The canvas ash bags were of great assistance in getting the children aboard. We were all ready at 1:30 o'clock. From the time we got the signal until we reached the scene, five-eight miles distant, we traveled at full speed. I went on the bridge."

"At 2:45 I saw a flare on the water. I took it for the Titanic. Some after, I made out an iceberg on the port bow. Between 3:00 and 4:00 o'clock we were passing icebergs. At 4:10 I got the first boat alongside of us. Previous to that I had to get out of the way of an iceberg. This boat was in charge of a boatwain. He sang out he had only one seaman in the boat. By this time it was breaking night. For the first time I could see the other small boats. There were ice-

bergs on all sides. We gradually got all boats alongside and all people on board at 4:30. I could see we were near where the Titanic went down. There was a mass of ice about 100 yards away. There was one boat still unaccounted for.

**Practical Women's Courage.**

"The Leland liner California came up at 1 o'clock. We gave information by megaphone. All the Titanic's passengers were aboard us by 1:30 o'clock. I called the purser and told him I wanted a short service of prayer, thanking him for those who were saved. I was on the bridge. I saw one body floating. A life preserver was on the body. It was the body of a man—one of the crew, I should say. It was about 100 yards away."

"We took three dead men from the lifeboats. They had died from exposure. We took them on board. Another man died at 11 o'clock at night. The first three were buried at sea at 4 o'clock. Everything that might lead to identification was taken from the bodies."

"Several women seemed to have frozen hands and feet, but they behaved magnificently. There was no confusion. The women were dazed apparently by the experiences. They were quiet and orderly—every one of them."

"How many lifeboats did you pick up?" asked Senator Smith.

"There were fifteen alongside. We saw one some distance out, but it was damaged and had been abandoned," explained Capt. Rostrom. "One more was discovered capsized in the wreckage."

"As the people came on we left the boats alongside."

"While we were holding the service I got spare men and swung davits out for the Titanic's boats. I brought six up by davits and seven by derricks. We brought the thirteen into port here."

"Did they conform to laws and regulations?"

"Absolutely."

"Was there any swirl or unnatural condition in the sea near where the Titanic went down, no confusion. The Titanic went down with no confusion. The Titanic went down with no confusion. The Titanic went down with no confusion."

"What was the depth there?"

"Two thousand fathoms."

**Titanic's Last Message.**

"What was the last message you received from the Titanic?"

"It was, 'Engine room nearly full.'"

"I replied: 'Coming to your assistance. Expect to arrive in four hours.'"

"Who is the master of a ship at sea?" demanded Senator Smith.

"The captain, absolutely—legally and otherwise."

"On what track was the Titanic?"

"The southern route," answered the witness.

"Is that a practical course at this time of the year?"

"Yes, most certainly. This was an unusual condition for this time of the year."

"When do you take the shortest route?"

"From September to January."

"How far north of the southern route is that?"

"About 30 miles."

"Do you deem the course of the Titanic wise and safe at this time of the year?"

"Most assuredly."

**North Course Called Safe.**

"Suppose you had been on the Titanic course, at what speed would you have gone?"

"Well, from the Titanic I knew there was ice, and I went full speed."

"But you had a smaller ship. Would it have responded quicker to an order?"

"Not at all. I do not contend that for one minute," announced Capt. Rostrom.

"The witness said the Carpathia carried twenty lifeboats."

"The ships nowadays are built practically unsinkable," asserted Capt. Rostrom. "Each ship is supposed to be a lifeboat in itself."

"Is it customary to take orders of a director of the company on board?" Senator Smith wanted to know.

"No, sir. I take orders from no one on board the ship," Capt. Rostrom said.

Senator Smith said in reply: "Capt. Rostrom, on behalf of my colleagues and myself, I desire to express our highest admiration for you, and your conduct."

"Thank you," modestly replied Capt. Rostrom.

"Did you see any women in the lifeboat pulling oars?"

"Yes; in two or three boats."

"In what boat did Mr. Ismay come aboard?"

"I haven't the faintest idea. I did not

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